January 30, 2004
Idaho Power’s own depiction of the proposed poles submitted as evidence of the disastrous effect of the large power poles.
January 30, 2004
Idaho Power's own depiction of the proposed poles submitted as evidence of the disastrous effect of the large power poles.
Eagle Comprehensive Plan in effect in 1995
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PURPOSE AND SCOPE

The 1993 revision of the Eagle Comprehensive Plan is the logical transition from the original plan adopted by the City in January 1978. This revision was developed by the Eagle Planning and Zoning Commission in close coordination with the Eagle City Council utilizing the guidelines set forth in the State "Local Planning Act of 1975" as amended:

67-6502: PURPOSE—The purpose of this act shall be to promote the health, safety, and general welfare of the people of the State of Idaho.

PURPOSE OF THE CITY OF EAGLE COMPREHENSIVE PLAN

- To protect property rights and enhance property values.
- To ensure that adequate public facilities and services are provided to the people at reasonable cost.
- To ensure that the economy of the City and its Impact Area is protected and enhanced.
- To ensure that the important environmental features of the City and its Impact Area are protected and enhanced.
- To encourage the protection of prime agricultural, forestry, and mining lands for production of food, fibre, and minerals.
- To encourage urban and urban-type development within the incorporated City limits of Eagle that is in harmony with the rural character of the area.
- To avoid undue concentration of population and overcrowding of land.
- To ensure that the development of land is commensurate with the physical characteristics of the land.
- To protect life and property in areas subject to natural hazards and disasters.
- To protect fish, wildlife, and recreation resources.
- To avoid undue water and air pollution.
- To allow local school districts to participate in the community planning and development process so as to address public school needs and impacts on an ongoing basis.
To Develop and enhance the Boise River Greenbelt, river trails and pathways within the City and its Impact Area.

The Eagle Comprehensive Plan and "Land Use Designation Map" are important legal documents to be used by the general public and by City officials to determine the feasibility of future development, and to provide for uniform land use decisions. It is intended that this plan will allow for the orderly growth of the City and its Impact Area, leading eventually to a self-sufficient City that provides jobs, housing, commercial and retail services for all residents of the City and the Impact Area. Eagle City ordinances pertaining to zoning shall conform with this plan.

Definitions

City: Whenever the word "City" is used it shall mean City of Eagle, Ada County, Idaho.

Impact Area: Whenever the words "Impact Area" are used it shall mean the City of Eagle Impact Area.
HAZARD AREAS

The 100-year floodplain of the Boise River and Dry Creek, as now and in the future defined by the Federal Emergency Management Association maps, constitutes the natural hazard areas within the City and Impact Area. Additional hazard areas may be added to the Comprehensive Plan when deemed necessary.

The City considers a floodplain to consist of two parts: (1) the floodway which is the most severe part of the floodplain at the time of flooding characterized by deep and fast moving water, and (2) the floodway fringe which is less severe than the floodway and characterized by more shallow, slower moving waters at the time of flooding.

The Dry Creek floodplain has potential for flash flooding while the Boise River can flood due to seasonal weather conditions.

POLICIES AND GOALS

1. To protect the health and safety of Eagle residents while offering varied open space uses.

2. Whenever possible the existing natural floodplain of the Boise River and Dry Creek should remain in a natural state as a greenbelt, wildlife habitat, agricultural, open space and recreation-nature areas.

3. Special drainage studies, for those areas within the 100 year floodplain, and any other areas deemed necessary by the City, may be required before any development will be approved. This is to facilitate the orderly development and the preservation of downstream or downflow properties.

4. The City encourages area wide drainage studies and the City may require implementation and construction of storm drain systems.

5. No manufacturing or storage of toxic, flammable or explosive material shall be permitted in the floodplain.

6. Industrial uses other than sand and gravel extraction will not be permitted in any portion of the floodplain.

IMPLEMENTATION

1. The City shall evaluate the adoption of a River and Stream System Management Ordinance to address the use and preservation of land within the natural floodway of the 100 year floodplain of the Boise River and Dry Creek.
PARKS, RECREATION, AND OPEN SPACES

Parks, recreation and open spaces deals with the places and facilities for the enjoyable use of leisure time and provisions for attractive open spaces.

Open space is land which is not used for building structures and offers opportunities for parks, recreation areas, greenbelt-river trails and pathways, amenities, pursuits and potential economic development. The area of open space will greatly influence and future development.

POLICIES AND GOALS

1. To create ample areas of indoor and outdoor parks.
2. To encourage the development of programs which meet the needs of our citizens.
3. To set aside for perpetuation of open space such as natural trail, creeks, drainage areas and viewpoints.
4. Developers shall be encouraged to dedicate and develop areas for parks or tot lots in new residential developments.
5. When deemed necessary The City shall require density transfers where urban development parcels lie partly in areas that are unsuitable for development such as hazard areas, steep slopes, unstable soils or where it is desirable that there be provisions made for open space that is adjacent to urban development.
6. To encourage development of a bike path system which would relieve motorized transportation routes and connect parks, recreation, and open space areas.
7. Open space should be utilized: (a) to protect the finite resource base of Eagle's environment - air, water, soil, surface waters, forested areas, plant and wildlife habitats, agricultural areas, and aquifer recharge and water shed areas; (b) to protect against hazards that are inherent to floodplains, steep slopes, areas of geological instability, airport approach and takeoff areas and to preserve the natural lay of the land; (c) to protect such unique environmental...
areas as historical, geological, and archaeological sites and monuments, and important views, vistas and panoramas; and, (d) to provide an open space setting for active and passive recreation.
"Special Areas or Sites" are defined as areas, sites or structures of historical, archaeological, architectural, ecological, or scenic significance. Special areas or sites within the Impact Area should be analyzed according to their defined function. Whenever possible, these sites should be preserved and conserved as open spaces or for educational and cultural centers. Development of Special Areas or Sites should take place in a manner that reflects harmony with their natural environment and recognized qualities which render them distinctly unique.

POLICIES AND GOALS

1. To promote the conservation and efficient management of all Special Areas and Sites in addition to open space natural resources within the Impact Area.

2. To protect and maintain soil, water, air, and other natural resources so that they may be used and enjoyed by all.

3. To protect and improve natural and man-made waterways and preserve their natural resource and recreational value.

4. To preserve existing trees and natural growth wherever practicable and establish appropriate landscaping as a part of new developments.

5. To encourage the provision of habitat areas which provide for fish and wildlife.

6. To protect historical and geological sites or monuments and archaeological areas in the Impact Area.

7. To conserve and maintain all desirable fish and wildlife species and habitats particularly along the Boise River and Dry Creek. Developmental and governmental programs which provide for fish and wildlife conservation shall be encouraged. When additional public access to designated special areas is required, such access shall cause minimum disturbance to the present land use.

8. To require developers to prepare and submit an environmental assessment and any such additional reports as the City may from time to time require, to the Planning and Zoning Commission, and the City Council for any development of a principle use on vacant land within an area designated as a Special Area or Site or for any development impacting a designated Special Area or Site.
9. To require a plan for the restoration of land which shall be made available to the Planning and Zoning Commission and City Council for each parcel of land located within a Special Area or Site that is proposed for the extraction of sand, gravel, rock, or other mineral resource.

**RECOGNIZED SPECIAL AREAS AND SITES**

**Boise River Floodplain:**

The Boise River Floodplain is designated as a Special Area due to its ecological and scenic significance. This area comprises the two channels of the Boise River and intervening and immediately adjacent areas as generally depicted on the Comprehensive Plan Land Use Designation Map.

**Dry Creek Floodplain:**

The Dry Creek Floodplain is designated as a Special Area due to its ecological and scenic significance. This area comprises the length of the Dry Creek Floodplain through the Impact Area.

**North Foothills:**

The North Foothills Area is designated as a Special Area due to topographic, ecological and scenic significance. This area comprises all of the Impact Area north of Beacon Light Road as depicted on the Comprehensive Plan Land Use Designation Map.

The Boise River Floodplain, the Dry Creek Floodplain, and the North Foothills possess a recognized function as a wildlife habitat, floodway and scenic natural resource reflective of Eagle's rural character. These special areas will require comprehensive and specific planning to ensure that such topographical, hydrological, ecological, and scenic concerns have been thoroughly addressed and incorporated into any engineering and development plans. The special review process will include, but will not be limited to the following:

1. Area wide drainage including hillsides, foothills and gulches
2. Water quality
3. Sanitation
4. Area-wide traffic plans
5. Pathway, trail access
6. Wetlands issues
7. Fish and wildlife habitat
8. Existing trees and natural features
9. River and creek greenbelt areas
10. Potential for permanent open space and natural preserves including steep hillside terrain, rock outcroppings, and foothill gulches
Eagle Island State Park:

The Eagle Island State Park is designated as a Special Area due to its ecological and scenic significance. This park is a state park and is therefore under the jurisdiction of state authorities.

State Street Corridor:

The State Street Corridor is designated as a Special Area due to its historical, architectural and scenic significance. This area includes properties which abut or which are within 300 feet of the State Street right-of-way between Old State Highway 55 and Ballantyne Lane as depicted on the Comprehensive Plan Land Use Designation Map.

Central Business District:

The Central Business District is recognized as a Special Area due to its historical and architectural significance. The Central Business District includes properties at and near the intersection of State Street and Eagle Road and along the east and west sides of Eagle Road between State Street and the Highway 44 alternate route as depicted on the Comprehensive Plan Land Use Designation Map.

The State Street Corridor and the Central Business District performs a recognized function as a community resource, reflecting Eagle's identity and heritage. This area requires an ongoing stewardship by the City as a means of sustaining the cultural and economic welfare of the community. These special areas will require comprehensive and specific planning to ensure that such historical, cultural, and aesthetic concerns have been thoroughly addressed and incorporated into any future development plans. The special review process will include, but will not be limited to, the following:

1. Complementary land use
2. Historical buildings or sites
3. Compatible, harmonious building designs
4. Landscaping
5. Signage
6. Vehicle access and traffic circulation
7. Sidewalks, pathways and pedestrian access
8. Undergrounding utilities
9. Street lighting
10. Recognition of Central Business District as the commercial hub of the community

POLICIES AND GOALS

1. The City shall encourage and support the establishment of
special zoning classifications or zoning overlay districts as a means to help manage and preserve the qualities, resources, and assets of special areas.

2. The City shall study and consider for adoption a River and Stream System Management Ordinance to regulate and control Floodway and Floodway Fringe development, wetlands, wildlife habitat and provisions for greenbelt amenities.

3. The City shall support surveys and research to help identify local historic properties.

4. The City shall evaluate, the designation of the Central Business District as an historic district.

5. The City shall evaluate a Land Use Master Plan for the downtown area to insure complementary land development, adequate vehicle and pedestrian movement and parking while recognizing that the Central Business District is the commercial hub of the community.

6. To establish by ordinance, a process for development and design review to insure compatible harmonious designs of buildings and to create a sense of beauty and pride that will help Eagle become a more attractive place to live and to shop.
NATURAL RESOURCES

An important part of the City and the Impact Area is in the Boise River and Dry Creek floodplain. This area contains important natural resources including wildlife, fish and water. The wildlife includes many different mammals such as red fox, beaver, raccoon, badger, skunk, muskrat, cottontail and jack rabbits, ground squirrels and numerous varieties of rodents. There is also a wide variety of songbirds, upland game birds and shore birds. Significant populations of duck, pheasant and geese make up a large part of this variety of bird life.

The soils of the region consist of at least nine (9) major series with numerous subsidiaries of each soil type as defined by the U.S. Soil Conservation Service. While numerous minerals are lacking, there are deposits of sand and gravel.

Special concern and attention must be given to fish and wildlife when implementing planning and zoning decisions.

POLICIES AND GOALS

1. To preserve and protect fish, wildlife and agriculture interests, open space and recreation-nature areas the floodplain of the Boise River and Dry Creek area shall be encouraged in future development plans.

2. Special emphasis shall be given to the preservation of fish, wildlife, agriculture, open space and recreation-nature areas in the implementation of any planning and zoning decisions.

IMPLEMENTATION

1. The City shall evaluate the adoption of a River and Stream System Management Ordinance to address the use and preservation of land within the natural floodway of the 100 year floodplain of the Boise River and Dry Creek.
TRANSPORTATION

Transportation planning and land use planning shall be compatible with Eagle's transportation system and shall be based on projected land use as depicted on the Eagle Land Use Map. The City is responsible for comprehensive planning within the Impact Area. For development that falls outside the Impact Area and the authority of the City, the Eagle Planning and Zoning Commission shall coordinate with the appropriate comprehensive planning agencies to insure an efficient transition of transportation facilities to and from the City.

The City existing network of roadways represents only a portion of the system needed to serve future growth and development. As the City continues to experience growth, population will increase as the number of vehicles using the transportation system will increase. In addition to adding new streets and roadways, modifications to the existing routes will be necessary in order to create a fully integrated, modern, efficient transportation system that will effectively serve the residents of the City, the business community and the travelling public.

POLICIES AND GOALS

1. To classify roadways on the Functional Street Classification Map in order to maintain conformity to land use classifications as delineated on the Land Use Designation Map.

2. To integrate all modes of travel including automobiles, trucks, buses, vans, bicycles and pedestrians, to support air quality improvement measures.

3. To encourage that roadway design standards are consistent with the State, County, Metropolitan Planning Organization (MPO) and other agencies responsible for roadway design.

4. To require that safety design systems are integrated into all school sites and recreation areas, including such items as signalization, sidewalks, and alternate traffic patterns.

5. To require that new developments provide for pedestrian, equestrian and bicycle circulation in accordance with adopted local and regional pathway plans.

6. To limit direct access to arterial and collector roadways from residential lots.

7. To promote a controlled method of access for State Highway 44 between Old Highway 55 and Ballantyne Ln, including such things as requiring driveway separation standards, shared
access, roadways and frontage streets.

8. To evaluate the impact to the City of roadway improvements and roadway extensions with a particular emphasis on the proposed improvements to Edgewood Lane, the proposed extension of Cloverdale Road, and the intersection of State Street and Alternate Route 44.

9. To evaluate the impact and access limitations on existing properties resulting from the proposed modifications to Alternate Route 44. All new developments along the south side of State Street and in the vicinity of Alternate Route 44 shall be evaluated to determine the impact on access and traffic flow.

10. To identify two new collector roadways. The first is planned west of Eagle Rd, south of Mace Rd, and opposite the collector road in Island Woods Subdivision (E. Island Wood Dr.) This roadway will loop back into Eagle Road. The second new collector roadway is planned east of Eagle Rd. and will consist of the current E. Island Wood Dr. within Island Woods Subdivision and is planned to tie in with Chinden Blvd. to the south.

11. The City shall become involved in any regional or long range planning process for transportation that impacts the City.

12. To require annual review of transportation priorities to include roadway widening, signalization and other improvements in concert with the Transportation Improvement Program (TIP) for roadways within the Impact Area.

13. To promote early right of way acquisition for roadway system improvements outlined in the current Transportation Plan and Needs Assessment for Northern Ada County.

14. To require new developments within the Impact Area to provide the City with engineering studies or statements of impact on storm drainage systems and to provide that any necessary improvements or additions are made to such systems.

15. To encourage street lighting within the Eagle Impact Area to increase roadway and neighborhood safety.

16. To encourage off-street parking sites and facilities on all arterial streets and to discourage all on-street parking on all arterial streets.

17. To require that new developments within the City or Impact Area provide a traffic impact study to the City. These studies shall include, but not be limited to, potential impacts to existing traffic patterns, suggested roadway widths, access
to existing & proposed roadways, signalization, location and need for intersections, turn lanes, and bus stops. In addition the traffic impact study should address parking and pedestrian traffic. Implementation of any traffic requirements by the City shall be dependent upon approval from the Ada County Highway District (ACHD) and/or the Idaho Transportation Department (ITD). No developments will be permitted to start until all approvals have been obtained.

18. To establish and require minimum setbacks between development and roadways and to encourage installation of berms and landscaping for all developments to enhance safety and to enrich the roadway and community appearance.

The transportation system of the City should recognize and place equal emphasis on roadways which are to accommodate the motorized transportation needs of trucks, farm equipment, buses and automobiles and pathways intended for non-motorized use to accommodate pedestrians, bicycles, and equestrian needs.

CITY OF EAGLE FUNCTIONAL STREET CLASSIFICATION

A roadways system must include a number of streets, each of which are designated to handle a particular type and amount of traffic. The 2010 Functional Street Classification Map illustrates the various classifications which are included in the roadway system. The Functional Street Classification System and any additional requirements pertinent to the City are described as follows:

PRINCIPAL ARTERIAL

Mobility Function: To provide major circulation and movement through urban areas and connect with major activity centers and freeways. May serve motorized and non-motorized transportation needs.

Access Function: Access from other roadways is controlled and subordinate to traffic on the principle arterial street.

Right-of-Way: Eighty feet minimum for principle arterial streets or ninety-two foot minimum to include pathway/bike lane improvements.

Roadways identified as Principal Arterials in the Impact Area are:

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Segment of Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eagle Rd.</td>
<td>Eagle Alt. Route south to Chinden Blvd. (Hwy 20)</td>
</tr>
</tbody>
</table>
Eagle Alt. Route  Eagle Rd. east to Edgewood/State St. connection
Highway 44  East end of Eagle Alt. Route east to Impact Area Boundary
Highway 55  State St. (Hwy 44) north to Impact Area boundary

MINOR ARTERIAL

Mobility Function: To connect with and augment the principal arterial system. May serve motorized and non-motorized transportation needs.

Access Function: Access to other roadways is less restrictive and more significant than principal arterials.

Right-of-Way: Sixty-six feet minimum for a minor arterial streets or seventy-eight feet minimum for roadways designated to include pathway/bike lane improvements.

Roadways identified as Minor Arterials in the Impact Area are:

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Segment of Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eagle Rd. Alt. Route</td>
<td>Ballantyne Ln. east to Eagle Rd.</td>
</tr>
<tr>
<td>Floating Feather Rd.</td>
<td>Linder Rd. east to Hwy 55 (realigned)</td>
</tr>
<tr>
<td>Highway 44</td>
<td>West Impact Area boundary east to Edgewood/East end of 44 Alt. Route</td>
</tr>
<tr>
<td>Hill Rd.</td>
<td>Hwy 55 (realigned) east to East Impact Area boundary</td>
</tr>
</tbody>
</table>

MAJOR COLLECTORS

Mobility Function: To provide traffic circulation between residential, commercial and industrial areas and to access the arterial roadway system. May serve motorized and non-motorized transportation needs.

Access Function: To provide controlled access to commercial and industrial areas and to residential
Right-of-Way: Sixty feet minimum for major collectors or seventy-two feet minimum for roadways designated to include pathway/bike lane improvements.

Roadways identified as Major Collectors in the Impact Area are:

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Segment of Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beacon Light Rd.</td>
<td>Hwy 16 east to Hwy 55 (realigned)</td>
</tr>
<tr>
<td>Eagle Rd.</td>
<td>Floating Feather Rd. north to Beacon Light Rd.</td>
</tr>
<tr>
<td>Hill Rd.</td>
<td>Edgewood Ln. east to Hwy 55 (realigned)</td>
</tr>
<tr>
<td>Hwy 55 (old)</td>
<td>State St. (Hwy 44) north to Hwy 55 (realigned)</td>
</tr>
<tr>
<td>Linder Rd.</td>
<td>Beacon Light Rd. south to Chinden Blvd. (Hwy 20)</td>
</tr>
<tr>
<td>Ballantyne Ln.</td>
<td>State St. (Hwy 44) north to Beacon Light Rd.</td>
</tr>
</tbody>
</table>

**MINOR COLLECTORS**

Mobility Function: To provide traffic circulation between residential neighborhoods, commercial and service areas that represent shorter trip lengths afforded by Major Collectors.

Access Function: To provide controlled access to commercial and service areas and to residential neighborhoods.

Right-of-Way: Sixty feet minimum for minor collectors or Seventy-two feet minimum for roadways designated to include pathway/bike lane improvements.

Roadways identified as Minor Collectors in the Impact Area are:

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Segment of Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Edgewood Ln.</td>
<td>State St. (Hwy 44) north to Floating Feather Rd.</td>
</tr>
</tbody>
</table>
LOCAL ROADWAYS

Mobility Function: To connect residential neighborhoods with the collector and arterial roadway system. Designed to discourage continuous or unobstructed flow of traffic through a residential neighborhood.

Access Function: To provide access to residential property and individual residential lots.

Right-of-Way: Fifty feet minimum

All roadways not classified as arterials or collectors are considered local roadways.

CITY OF EAGLE FUNCTIONAL PATHWAY CLASSIFICATION

An effective, pathway system should include a combination of Paths, Lanes, and Routes. The Pathway Map illustrates the various classifications which are included in the pathway system and described as follows:

PATHS

Function: To provide for recreation and alternative transportation; important to provide safe continuous thoroughfares with minimal cross flow of vehicular traffic.

Right-of-Way: Paths may be located on separate corridors such as utility easements, irrigation canals, or adjacent to rivers or creeks. Paths may be located along roadway right-of-ways and are usually separated from vehicle travel lanes and the paved section of the roadway by a median or sidewalk.

Paths identified on the Pathway Classification Map include:

<table>
<thead>
<tr>
<th>Path</th>
<th>Segment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chevron Pipeline</td>
<td>In the City limits or Impact Area</td>
</tr>
<tr>
<td>Boise River</td>
<td>Both sides of the North Channel and the South Channel</td>
</tr>
<tr>
<td>Boise River Tributaries</td>
<td>Along Dry Creek</td>
</tr>
<tr>
<td>Irrigation Canals</td>
<td>Along canal maintenance and access roads where feasible</td>
</tr>
</tbody>
</table>
Bridle Paths

Select locations primarily north of Beacon Light Rd. and along Dry Creek between Highway 55 and the Boise River.

BIKE LANES

Function: To serve as a vehicle lane for the exclusive use of bicycles; primarily used as a mode of alternative transportation.

Right-of-Way: Bike Lanes exist on the same pavement surface as motorized lanes. They require 4-6 feet for each lane and one lane is required for each direction of travel.

Bike Lanes identified on the Pathway Classification Map include:

<table>
<thead>
<tr>
<th>Bike Lane</th>
<th>Segment of Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beacon Light Road</td>
<td>Linder Rd. to old HWY 55</td>
</tr>
<tr>
<td>Floating Feather Road</td>
<td>Linder Rd. to old HWY 55</td>
</tr>
<tr>
<td>State Street</td>
<td>Linder Rd. to old HWY 55</td>
</tr>
<tr>
<td>Meridian Road</td>
<td>State St. to Beacon Light Rd</td>
</tr>
<tr>
<td>Ballantyne Ln.</td>
<td>State Street to 1 Mile North of Beacon Light Rd.</td>
</tr>
<tr>
<td>Eagle Road</td>
<td>Chinden Blvd. to 1 Mile North of Beacon Light Rd.</td>
</tr>
<tr>
<td>Edgewood Lane</td>
<td>State St. to Floating Feather Rd.</td>
</tr>
<tr>
<td>Hill Road</td>
<td>Edgewood Lane to old HWY 55</td>
</tr>
<tr>
<td>Old HWY 55</td>
<td>State St. to Beacon Light Rd.</td>
</tr>
</tbody>
</table>

ROUTES

Function: To provide shared motorized and non-motorized transportation. Routes include sidewalks for pedestrians and shared use of the paved section of the roadways for bicyclists. Bike ways are identified by signs. Routes work best on local residential streets and as connections to neighborhoods, schools, commercial, or recreational areas.
Right-of-Way: Routes exist on roadways as a separate paved surface in the case of sidewalks or on the same pavement surface in the case of bike routes.

Routes identified on the Pathway Classification Map include:

<table>
<thead>
<tr>
<th>Route</th>
<th>Segment of Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Neighborhoods</td>
<td>Any local roadway</td>
</tr>
<tr>
<td>Schools</td>
<td>Any local roadway identified as a safe route to school</td>
</tr>
</tbody>
</table>

**IMPLEMENTATION**

1. The Subdivision Ordinance, the Zoning Ordinance, and transportation policies approved by the City Council shall provide the necessary regulations and development standards for implementation of Eagle's transportation goals and policies.

2. The City shall establish a Transportation Task Force for the purpose of reviewing and identifying community transportation needs and modifications on an annual basis and coordinating transportation efforts with appropriate County, State transportation agencies and the Metropolitan Planning Organization (MPO).
HOUSING

The dominant characteristics of the City and the Impact Area are those related to rural transitional and residential use. The balance between those two characteristics is an important goal.

POLICIES AND GOALS

1. A wide diversity of housing types and choice between ownership and rental dwelling units shall be encouraged for all income groups in a variety of locations suitable for residential development.

2. The location of all housing shall be coordinated with provisions for adequate public facilities and services.

3. Development of housing for all income groups close to employment and shopping centers shall be encouraged.

4. Housing shall be encouraged which is in accordance with local building codes and provides for energy saving design.

5. An open housing market shall be encouraged for all persons regardless of income, race, age, sex, religion or ethnic background.

6. The use of materials and techniques that will maintain a high level of quality while lowering cost and speeding construction shall be encouraged.

IMPLEMENTATION

1. The City's "Land Use Designation Map" shall reflect opportunity for a diversity of housing types and residential densities in a variety of locations suitable for residential development.
COMMUNITY DESIGN

Community design is the organized fashion in which a community is developed in order that a general mood or theme is established and maintained.

Elements of the Eagle community design include: (a) a rural transitional community with a shopping district functioning as the hub of the community; (b) the Boise River and its floodplain establishing a natural open space area complete with wildlife, trees, and recreation opportunities; (c) the rolling hills north of the river as an attractive terrace; and, (d) a network of canals which crisscross the community.

Presently the dominant features within the Eagle Area, i.e., floodplain, canal system, etc. are undeveloped and provide development potential. As Eagle grows, it will be a challenge for the community to maintain its rural identity using these elements as the basis for community design.

Another aspect of community design deals with the more specific topic of design review which encompasses building design, commercial signing, landscaping and other aesthetic considerations for a new development to maintain a rural identity.

POLICIES AND GOALS

1. To establish and maintain a development pattern and design criteria in keeping with the rural transitional identity of Eagle. This includes growth within the Impact Area that discourages or precludes the establishment of other City centers.

2. The City limits shall be that area as defined by the Land Use Designation Map.

3. The design of the Commercial Zones, consisting largely of government, commercial, manufacturing areas, and community buildings shall conform to City Ordinances.

4. The floodway shall be reserved as a natural state such as a greenbelt, wildlife habitat, open space recreational area and for agricultural uses.

5. The City Design Review Ordinance shall set forth criteria for building design, landscaping, signage and other aesthetic standards. Development along State Street within the Impact Area and outside the City limits shall be encouraged to comply with the Design Review Ordinance.
6. Developments that would establish or tend to establish another City center shall not be approved.

7. New residential, commercial, and industrial development shall be required to meet minimum design standards as specified by City Ordinances.

8. The integration of historic structures should be encouraged within new developments.

9. Buffer and Transition zones shall be developed between conflicting types of land use.

10. The Urban Service Planning Area as defined by the Land Use Designation Map is established as the prime urban development area of the City and Impact Area. Development shall be allowed in the area on the condition that sewer and domestic water facilities would be provided to such development as described by the Water Supply and Sewer Policies of the Public Services Facilities and Utilities section of this Plan.

11. It shall be the policy of the City that all facilities shall be accessible and all programs and activities shall be available to all qualified persons with physical disabilities.

12. To comply with federal law, the City shall undertake an evaluation, conducted in consultation with citizen groups involving persons with disabilities, of its programs, policies, procedures and facilities in order to determine those areas where barriers exist and to work with the community groups to eliminate the barriers to those with disabilities.

13. The City shall, where building modifications are required, develop and implement a transition plan for the timely elimination of structural barriers to citizens with disabilities.

**EAGLE TREE PLAN**

**Goal:**

Establish and enhance areas of tree growth that will create beauty, add to a healthy environment and increase economic stability.

**Objectives:**

1. To create an urban forest that will help reduce air and noise pollution, conserve water and reduce soil erosion, assist in modifying the local climate, increase property values, and
improve Eagle's economy by providing a pleasant and more comfortable place to shop and live.

2. To encourage economic growth by establishing a more inviting atmosphere for locations of business.

3. To establish a Parks Committee with at least one City official to perpetuate the plan.

4. To adopt an ordinance to provide for the future care and maintenance of the trees. Establish a guideline of types and sizes of trees to be planted.

Policies:

1. Establish an inventory plan to keep track of tree location, age, and desirable planting locations.

2. Establish a recommended maintenance program.

3. Provide a plan to plant 300 or more trees over the years in the downtown core area, in our City parks and along residential streets. The plan should be implemented in several phases over a period of time.
Managing growth and channeling it into orderly community development is the key element of land use planning. Unplanned growth results in undesirable land use patterns. Areas within the City and within the Impact Area are to be given a land use designation which shall be depicted on the Comprehensive Plan Land Use Designation Map, hereinafter referred to as "Land Use Map". The Land Use Map shall be considered an integral part of the Comprehensive Plan and shall serve in the capacity of a planning policy document and planning tool that will assist the City in sustaining responsible growth and development to ensure that evolving land use patterns remain consistent with goals, objectives and policies of this Plan.

Land use designations as reflected on the Land Use Map shall be based on the existing land use pattern, existing natural physical features such as the Boise River, Dry Creek and the foothills, floodplain areas, capacity of existing community facilities, projected population and economic growth, compatibility with other uses of the land, transportation systems, and the needs of local citizens.

**LAND USE CATEGORIES**

**Rural Transitional**

Suitable primarily for single family residential development on large acreages within agricultural use areas which are in transition to residential use and hillside areas characterized by steep terrain and topographic constraints which are outside of the Urban Services Area. The allowable residential density is no more than one dwelling unit per 5 gross acres. This area may also be suitable for agricultural uses such as crops or livestock involving land comprised of at least 20 contiguous acres or smaller parcels provided it can be clearly demonstrated that the land will be used for a viable commercial agricultural purpose such as a feed lot, dairy farm, egg farm, or other similar type use.

**Very Low Density Residential**

Suitable primarily for single family residential development on acreages within agricultural use areas which are in transition to residential use and are within the Urban Services Area. Typical residential densities of one dwelling unit or fewer per two gross acres. This area may also be suitable for agricultural uses such as crops or livestock involving land comprised of at least 20 contiguous acres or smaller parcels provided it can be clearly demonstrated that the land will be used for a viable commercial agricultural purpose such as feed lots, dairy farms, egg farms, or
other similar type uses.

**Low Density Residential**

Suitable primarily for single family residential development within areas that are rural in character, possess significant physical characteristics, are environmentally sensitive and are within the Urban Services Area. Appropriate residential densities are 2 dwelling units or fewer per gross acre.

**Medium Density Residential**

Suitable primarily for single family residential development within an urbanized setting. Appropriate residential densities are 4 dwelling units or fewer per gross acre.

**High Density Residential**

Suitable primarily for attached and multi-family residential development such as condominiums, apartments and mobile homes and mobile home parks, commercial and limited professional office use. Appropriate residential densities are up to 25 dwellings per gross acre.

**Commercial**

Suitable primarily for the development of a wide range of commercial activities including offices, retail and service establishments.

**Industrial**

Suitable primarily for the development of light industrial and technical parks. As the industrial land use declines the area will be developed as residential.

**Special Areas**

Areas identified on the Land Use Plan to have special significance to the City and which warrant analysis and consideration related to conservation and preservation. Such special areas may be designated because of their recognized historic, environmental, scenic, or architectural significance.

**POLICIES AND GOALS**

1. To preserve the rural transitional identity.

2. To preserve the natural features and resources of Eagle.
3. To establish land use patterns and zoning districts that do not exhaust available services such as sewer, water, police, fire protection, recreational areas, highways and transportation systems.

4. To promote compatibility between zoning districts.

5. To promote commercial service and retail development within the Central Business District, an area bordering on State Street between Edgewood Lane and Ballantyne Lane and the State Highway 44 alternate route and State Street.

6. To discourage strip commercial type development along the length of major and minor arterials and collectors within the City.

7. To encourage location of a major retail center within the City's Central Business District (as defined by item 5).

8. To encourage commercial development at or near the intersection of State Highway 55 alternate route and State Highway 44 that will serve the traveling motorist and public such as hotels, motels and restaurants and will complement rather than compete with the downtown service and retail establishments.

9. To identify as a Special Area due to its historic, architectural and scenic significance the State Street corridor between Old State Highway 55 and Ballantyne Lane and Eagle Road between State Highway 44 alternate route and State Street. Properties which abut State Street or are within 300 feet of the State Street right-of-way shall be considered part of this special area.

10. To identify the Central Business District as a Special Area due to its historic significance and to conduct evaluations to determine the feasibility of pursuing Certified Local Government (CLG) status in order to qualify for federal and state historic preservation grants and funds.

11. To identify the foothills, the Dry Creek Floodplain and the Boise River Floodplain as Special Areas due to its environmental and scenic significance.

12. To create special development and design review standards for properties characterized by a Special Area designation. Special Areas shall be given consideration for a Planned Unit Development (PUD) zoning classification.

13. To allow the development of businesses and professional services within the City in a manner that is commensurate with the needs of community residents.
14. To require commercial development within the City and the Impact Area to satisfy community design standards and objectives and reflect a design that is in harmony with established residential development.

15. To encourage industrial development generally on the south side of State Street. Such development shall be limited to light industry, technical parks and other compatible industrial uses.

16. To assess and consider factors such as public services, environmental and social impacts when evaluating proposals for industrial projects and development.

17. To require industrial development to adhere to state and federal laws with respect to air and water quality.

18. To preclude industrial developments that may overburden public services and facilities causing increased public expenditures unless the industry pays its proportionate share of costs of related services.

19. To conduct an assessment of existing industrial zoning district classifications in the City for purposes of considering the addition of an I-P (Industrial Park) district in conjunction with the deletion or modification of the existing M-2 (Heavy Manufacturing) district and M-3 (Extractive Manufacturing) district.

20. To provide for a broad spectrum of housing types including apartments, townhouses, condominiums, single family attached, affordable and subsidized housing and large acreage developments.

21. To establish categories of residential land use based upon a range of possible residential densities. Residential density within a land use category may vary within the prescribed range from project to project depending upon individual circumstances and property characteristics such as topography, environmental issues, design and land use compatibility. Residential density shall be based on the number of residential dwelling units per gross acre as defined in the Eagle Zoning Ordinance.

22. To encourage clustering and density transfer techniques to provide for recreational opportunities and for the preservation and acquisition of open space as part of Planned Unit Developments. Plats involving ten or more lots are encouraged to file such requests as part of a Planned Unit Development. Density shall be calculated on a gross basis by dividing the number of acres in the plat by the proposed number of dwelling units.
Example 1: The overall density range of a parcel with a Low Density Residential classification may be two or fewer dwelling units per gross acre. A parcel consisting of ten gross acres could accommodate up to 20 units. A Planned Unit Development (P.U.D.) could be approved that would develop 5 acres at 3 units per acre (15 units) and the remaining 5 acres at one unit per acre (5 units). A total of 20 units could be developed and thus would conform to the overall density requirement.

Example 2: The overall density range of a parcel with a Very Low Density Residential classification may be one dwelling unit or fewer per two gross acres. A parcel consisting of twenty gross acres could accommodate up to 10 units. A Planned Unit Development (P.U.D.) could be approved that would develop 10 acres at one unit per acre (10 units) with the remaining ten acres to be set aside or dedicated as permanent open space. A total of 10 units could be developed and thus would conform to the overall density requirement.

23. Residential subdivisions outside the City limits but within the Impact Area shall comply with guidelines of the Land Use Designation Map.

24. To encourage preservation of agricultural land by protecting agricultural and farm related uses and activities from land use conflicts or interference created by residential, commercial, or industrial development.

25. To protect gravity flow irrigation systems including canals, laterals, and ditches to assure continued delivery of irrigation water to all land serviced by such systems, to protect irrigation systems as a long range economical method for water delivery and to coordinate surface water drainage to be compatible with irrigation systems.

**IMPLEMENTATION**

1. The Zoning Ordinance and Subdivision Ordinance shall provide the regulations and development standards necessary for the implementation of the City land use goals and policies.

2. The Planning and Zoning Commission has been established by ordinance and granted certain powers and responsibilities relative to management of planning and zoning issues in the community. The Commission in conjunction with the City Council, shall review development proposals in a manner
consistent with goals and policies of the Land Use Component of the Comprehensive Plan in order to insure orderly growth and development.

3. The Zoning Ordinance, Subdivision Ordinance, and any other ordinances affecting Planning and Zoning issues in the community shall be reviewed and amended in order to achieve the Land Use goals and policies of the Comprehensive Plan.
Since the incorporation of Eagle on February 26, 1971, the population of the City has increased steadily. Growth is expected to continue primarily within the Eagle Urban Service Planning Area in proportion to Ada County's future growth. Factors supporting this forecast are Eagle's close proximity to the City of Boise, its rural transitional identity, desirable building sites, and the quality of development to date.

Although past data has focused on growth within the City's corporate boundaries, it is more logical to use Eagle's Urban Service Planning Area boundary as the area which will experience much of the residential growth over the next fifteen (15) years. With the adoption of an Impact Area Agreement by Ada County and the City of Eagle in 1980, urban development shall be more effectively managed by encouraging growth within the City limits and the Urban Service Planning Area.

DEMOGRAPHIC PROJECTIONS

Projected population within the City limits, Urban Service Planning Area and Impact Area shall be compiled from figures provided by the most recent demographic report of the Ada Planning Association for North Ada County.
ECONOMIC DEVELOPMENT

To achieve goals set forth by the Eagle Comprehensive Plan, the City will foster and promote sound economic growth within its City limits and impact area.

POLICIES AND GOALS

1. To achieve an economic base complimentary to the rural transitional identity so residents will be provided with adequate commercial services and facilities.

2. To promote additional employment opportunities and expand the economic base by (1) encouraging growth and expansion of existing business and industry and (2) attracting additional business and industry.

3. The area known as the Central Business District will require more restrictive design standards and the City will encourage rehabilitation, upgrading, and new development of this area consistent with the downtown development plan.

4. To create an Urban Renewal Agency and designate portions of the City and Impact Area as an urban renewal area to help rehabilitate, conserve and redevelop the Central Business District and other appropriate areas designated for economic development.

5. To attract a diversity of commercial development to the Central Business District to ensure the direction of new growth in a coordinated manner.

6. Employment centers and primary locations of community activities will be located within or in close proximity to the Central Business District and transportation corridors.
PUBLIC SERVICES, FACILITIES AND UTILITIES

LIBRARY

The City presently operates a library.

POLICIES AND GOALS

1. Provide adequate library services to the present and future citizens of Eagle.

SOLID WASTE MANAGEMENT

Solid waste disposal is managed through contract between individual residents and private corporations.

POLICIES AND GOALS

1. The health and welfare of the public shall be protected by managing solid waste pick up and disposal.

2. To promote improved solid waste management efforts by encouraging programs which emphasize waste volume reduction, waste materials recycling and the development of reusable products derived from municipal solid waste.

FIRE PROTECTION

The Eagle and Meridian Fire Departments provide fire protection for the City and the Impact Area.

POLICIES AND GOALS

1. New residential developments shall be required to provide adequate fire protection.

2. To implement the requirements of the Uniform Fire Code as adopted by the State Fire Marshal.

3. To prevent and aid in the mitigation of fires and other emergencies dealing with the protection of life or property.
POLICE PROTECTION

The City does not have its own court or police system. Service to the City is provided by the Ada County Sheriff and by the Ada County court system.

POLICIES AND GOALS

1. To coordinate police protection measures with Ada County and Ada County Sheriff's Department in a manner that best protects the public's interest.

ENVIRONMENTAL QUALITY

POLICIES AND GOALS

1. To promote and protect Idaho's indoor and outdoor air quality.
2. To conserve, preserve, develop and defend Idaho's community water supplies and protect water quality.

WATER SUPPLY

The domestic water supply in Eagle is based on individual wells and central systems which are currently owned by the City of Eagle, and other privately owned systems.

A central water facility is defined as a water system approved by Central District Health and the Eagle City Standards, and meets the requirements of fire protection provided in the Uniform Fire Code as adopted by the City.

POLICIES AND GOALS

1. To encourage dedication of water systems to the City in order to maintain a municipal water system owned and operated by the City.

2. To prescribe a plan for the acquisition of water treatment plants, water supply systems, and methods for water storage, to ensure an adequate supply of water for the service area of the City.

3. To ensure that the City water facilities shall conform to all applicable State, Federal and local environmental regulations.

4. To take advantage of the availability of financial assistance
and grants from Federal and other sources to acquire, to continue to build and operate a municipal water system to meet the needs of City water users.

5. A person who desires to build a residence or dwelling on (1) an original parcel of land of record as of January 18, 1978, located in the city limits of Eagle, or (2) a lot which is part of a subdivision located in the city limits of Eagle that has been platted prior to January 18, 1978, or (3) a parcel of land created as a result of application of the Agricultural Policies of the Comprehensive Plan to land located in the Impact Area, may install an individual septic tank and well if approved by the Central Health Department; provided, however, such installation must be in compliance with this Comprehensive Plan, Eagle City Codes and Ada County Codes.

SEWER SUPPLY

All new developments of five or more lots, or development tracts that will entail five or more lots upon completion with densities of more than three single family units per five acres, (at least one unit per 1.67), and all large commercial/industrial developments shall be required to: (A) be connected to a central sewer system. A central sewer system shall be defined as a collection of sanitary sewer lines that connect all users to a central treatment plant. All sewer systems must meet Central District Health standards.

The sewer service within the Impact Area is supplied by individual septic systems, central sewer collection systems connected to a community septic tank and drain field system, approved packaged sewer treatment facilities, and central sewer services.

The Eagle Sewer District is a separate entity from the City. The District maintains a Planning Area boundary that is independent from the Impact Area and municipal boundary.

POLICIES AND GOALS

1. The Sewer facilities shall conform to all applicable State, Federal and local environmental regulations. Proposed sewer service and land uses must comply with the Environmental Protection Agency Environmental Impact Statement prepared for Ada County.

2. Any development in the Impact Area located in areas prone to high ground water, either on a regular basis or seasonally, shall be required to connect to central sewer system.

3. The sizing, depth, and location of sewer trunklines,
interceptors, collectors and lateral lines shall meet the criteria established by the appropriate sewer district or service. Said lines will be constructed in compliance with the sewer district's master plan.

4. The purpose of residential phasing is to maintain a cohesive and consolidated urban form to minimize the incremental costs of providing utilities and streets, to preserve open space and to promote compact contiguous development. Phasing does not suggest specific time frames but simply points out areas where growth should occur in relationship to planned facilities, utilities and other services.

Owners of property which is within the Eagle Sewer District Planning Area, but has not been annexed into the District:

1. Shall agree to standard terms and conditions of annexation into the Eagle Sewer District and, any other terms or conditions of the Eagle Sewer District Board.

Owners of property outside the Eagle Sewer District Planning Area:

1. Shall be brought into the Planning Area to qualify for service by consent of the Eagle Sewer District Board.

AIR QUALITY

Quality of the air in Eagle is dependent upon decisions made on a national, statewide and countywide level, as well as by the City.

POLICIES AND GOALS

1. To ensure that the City shall conform to all applicable Federal, State and local air quality regulations.

2. To integrate all modes of travel including automobiles, trucks, buses, vans, bicycles and pedestrians to support air quality improvement measures.

3. To encourage development and use of mass transit forms of transportation.

4. To encourage development of pathways and use of non-motorized forms of transportation.

5. To establish and enhance areas of tree growth by creating an urban forest that will help reduce air pollution.
IMPLEMENTATION

If the Comprehensive Plan is to be useful and effective, the Comprehensive Plan must be implemented and kept current pursuant to law.

The recommendations in this Comprehensive Plan should not be interpreted as unalterable commitments, but rather as reflecting the best foreseeable comprehensive direction. As new factors evolve and conditions unfold, this plan should be reviewed and updated as required by law.

This Plan establishes the Impact Area and the Urban Service Planning Area (U.S.P.A.) as defined by the Land Use Designation Map. The U.S.P.A. is the prime urban development area of the City and the Impact Area. As the U.S.P.A. develops, it is the intent of this Plan to expand the U.S.P.A. to include adjacent areas. Any expansion of the U.S.P.A. should be contingent upon the availability of adequate central water facilities and sewer service as defined by the Water Supply and Sewer Policies of the Public Services Facilities and Utilities section of this Plan.

POLICIES AND GOALS

1. The Urban Service Planning Area shall become the prime urban development areas for the City and the Impact Area and shall be defined by the Land Use Designation Map.

2. Current ordinances will be amended to conform to this Comprehensive Plan.
AMENDING THE COMPREHENSIVE PLAN

AMENDMENT PROCEDURES

A. The Planning and Zoning Commission will review the Eagle Comprehensive Plan annually and recommend amendments to the Plan to the City Council not more frequently than every six (6) months as provided herein to correct errors in the original plan or to recognize substantial changes in the actual conditions in the area.

B. Any person may petition the Planning and Zoning Commission for a plan amendment at any time. The applicant shall submit a letter for a Comprehensive Plan amendment which will contain the following:

1. Specific description of the change being requested.
2. Specific information on any property involved.
3. The condition or situation which warrants a change being made in the plan.
4. The public need for a benefit from such a change in the plan.
5. A statement that no other solutions to the problem presented by the current policy of the Plan are possible or reasonable.
7. Any other data and information needed by the Planning and Zoning Commission in evaluating the request.

C. No application will be considered until the required information is complete.

D. All applications for proposed changes to the Comprehensive Plan must be received by the Planning and Zoning Commission in proper form. No application shall be considered any more frequently than every six months. After the public hearing or hearings, as required by law, the Commission shall consider each application on its own merit and in relation to other applications. The Commission shall, within thirty (30) days of the last hearing as required by law, recommend to the City Council approval or denial of any change to the Comprehensive Plan, unless (upon written agreement of the applicant) the application is held over for consideration during the next six (6) month interval.
E. The ultimate decision as to granting amendments to the Plan shall be with the Eagle City Council as provided by law.

The City Council shall, after notice and hearing, consider the request for amendment to the Comprehensive Plan along with the recommendations from the Eagle Planning and Zoning Commission. Any amendments approved by the City Council shall be by either resolution or ordinance.
Eagle City Council Meeting Minutes
January 9, 1996
EAGLE CITY COUNCIL MEETING

January 9, 1996

The Eagle City Council met in regular session on January 9, 1996. Mayor GUERBER presiding.

The following members were present: RICK YZAGUIRRE, STAN BASTIAN, MORGAN MASNER, THOMAS EASON.

Moved by YZAGUIRRE and seconded by MASNER to approve the minutes of the December 19, 1995, meeting as presented. ALL AYE: MOTION CARRIED.

UNFINISHED BUSINESS:

Amendments to the City of Eagle Personnel Policy Manual: YZAGUIRRE and BASTIAN were appointed as a committee to study the issue, confer with the City Attorney and bring a conclusion to Council. Moved by YZAGUIRRE and seconded by BASTIAN to approve a raise in salary to $37,500 a year based on a 40 hour work week, with all time over 40 hours accrued as compensating time on an hour for hour basis up to 240 hours accrued. Overtime hours will be lost over 240 hours. This is time only and will not be paid until termination of employment. ALL AYE: MOTION CARRIED.

Van-Rideshare - Pat Nelson (continued): The Council asked for Ms. Nelson to attend the meeting to explain the project and mailing. Ms. Nelson explained the need for the additional mailing which would probably cost around $500. Moved by MASNER and seconded by BASTIAN to grant an expenditure of $500. ALL AYE: MOTION CARRIED.

Water Connection Fee Agreement (continued): This agreement is a contract between the City of Eagle and United Water to collect the hook up fees at the City for Redwood Creek and Island Woods Subdivisions. United Water contracted with both subdivisions to handle the water provisions within the developments. This was continued from the December 19 meeting for attorney changes, which have been made. Moved by BASTIAN and seconded by MASNER to authorize the Mayor to sign the agreement. ALL AYE: MOTION CARRIED.

RESOLUTION 1-96: A Resolution adopting said Agreement. Moved by BASTIAN and seconded by MASNER to adopt the Resolution, as a companion to the Agreement between the City of Eagle and United Water of Idaho. ALL AYE: MOTION CARRIED.

ACHD Enhancement Project (continued): The different Homeowner Associations and Chamber of Commerce were notified about the project. The City Clerk asked for replies but did not receive any. The Clerk submitted a list of projects to the Council for consideration. After discussion by Council the project list was
The projects to be submitted to ACHD will include:

1. Speed bumps on Stierman.
2. Sidewalks on Mission St. (very populated by elementary children going to and coming home from school)
3. Paving the alley way from behind the barber shop/library to the "old hotel" building. (We have an application for an office on the corner. Part of the plan is for the new owner to pave that portion of the alley that is from Eagle Rd. to his property line. This is the ideal time to have ACHD complete the project.)
4. Curb, gutter and sidewalk on Floating Feather Rd. at Echo Creek between the Floating Feather entrance to Echo Creek and phase 4 of Echo Creek, on Floating Feather Rd.
5. To add those items that were on the 1995 application but not accepted by ACHD.

Note: Those emergency service agencies should be consulted. The City Engineer is to complete the application and submit it to ACHD on behalf of the City.

Moved by MASNER and seconded by YZAGUIRRE to make these suggestions to ACHD but to get input from emergency service agencies. The application is to be completed by the City Engineer and submitted by the due date, January 15, 1996. ALL AYE: MOTION CARRIED.

Kestrel Cove Subdivision Agreement (continued): Moved by MASNER and seconded by YZAGUIRRE to continue the discussion regarding the agreement until the next regularly scheduled meeting. ALL AYE: MOTION CARRIED.

CLAIMS AGAINST THE CITY: Moved by MASNER and seconded by YZAGUIRRE to approve the claims as presented. ALL AYE: MOTION CARRIED.

TOM EASON: A presentation of a plaque in gratitude for public service was presented by Mayor GUERBER.

MAYOR GUERBER: Was presented with a bronze Eagle from the City, the Eagle Chamber, the City Attorney, City Engineer and Daunt Whitman the Building Inspector in recognition of public service.

Oath of Office:

Mayor Guerber swore in Chuck Bower as Mayor of Eagle.

Mayor Bower swore in Nancy Merrill and Stan Bastian as Council Members.

There being no further business the meeting regarding unfinished business adjourned at 8:30 p.m.
The Council meeting resumed with Mayor BOWER conducting the meeting.

The Eagle City Council met in regular session on January 9, 1996. Mayor BOWER presiding.

The following members were present: RICK YZAGUIRRE, STAN BASTIAN, MORGAN MASNER, NANCY MERRILL.

APPOINTMENTS:

Council President: Moved by YZAGUIRRE and seconded by BASTIAN to nominate Morgan Masner as Council President. ALL AYE: MOTION CARRIED.

City Clerk/Treasurer-Barbara Montgomery: Moved by MASNER and seconded by YZAGUIRRE to appoint Barbara Montgomery as City Clerk and Treasurer. ALL AYE: MOTION CARRIED.

Council Liaisons:

Mayor BOWER suggested the committee members and liaisons remain as they were last year with the exception of the new Council Member Nancy Merrill. After discussion it was concluded that MERRILL will become a Design Review/Landscaping Committee member and will assume the responsibilities for the parks and recreation coordinator. MASNER indicated he would like to continue with the transportation matters, ITD, ACHD and APA. He will also head the Eagle Transportation Task Force and attend the Sewer District meetings. Mayor BOWER will also attend the meetings on transportation conducted by ITD, ACHD and APA, as well as SWRC&D, the Bald Eagle Task Force, Boise Chamber of Commerce, Leadership Boise Planning Committee, Regional Growth Summit Group and Ada County Regional Planning Group as well as others.

Moved by BASTIAN and seconded by YZAGUIRRE to accept the liaisons as discussed with said changes. ALL AYE: MOTION CARRIED.

PUBLIC HEARINGS:

Idaho Power Substation - CUP:

Mayor BOWER declared this is the time and the place for a public hearing on a Conditional Use Application for the Idaho Power Substation and asked for declarations of exparti contact or conflict of interests on the part of Council members.

Applicant: Idaho Power
Location: E. State St. (Across from City Hall)
Proposal: Upgrade the substation. C3 location,
Representative: Susan Gray, Growth Manager Coordinator for Idaho Power presented an outline and figures for the project. Blaine Johnston, Architect: Outlined the design review/landscaping changes. He anticipates additional landscaping in front and to the west. Representatives of Idaho Power talked to the Crawfords about what they would like to see in the way of landscaping on the east side of Idaho Power and found there was no interest in landscaping on the east side as they may want to build later and landscaping will hamper development and access. Tom Prange: Electrical Engineer for Idaho Power spoke about the lines and indicated they are for the benefit of the community, the loop or network encompassing Eagle.

Testimony:

Glida Bothwell: questions only. Are electrical rates going up? Mrs. Gray returned to the microphone to answer that rates are set by the PUC. The rates at this time are set into the year 2000. The substation would not cause an increase in rates. Brown outs could occur if the upgrading did not take place.

George Emerson: in favor of the upgrade.

The public hearing closed at 9:35 p.m.

Blaine Johnston, Idaho Power, indicated that once the work was completed there will be no further upgrading. The substation will not change in size.

Moved by MASNER and seconded by YZAGUIRRE to approve the CUP, and send the landscaping portion back to Design Review for final determination. This will not return to Council. ALL AYE: MOTION CARRIED.

NEW BUSINESS:

Extension of time: Van Engelen Estates #2: The City Clerk asked for consideration of a set time limit to this extension and the execution of an indemnification clause regarding sewer service to the subdivision. Moved by MASNER and seconded by MERRILL to continued this matter to the next Council meeting and ask the developer to be present to speak to the extension and conditions. ALL AYE: MOTION CARRIED.

Design Review/Landscaping-Commercial Office Complex - Barry Peters:

Phil Rietze, Architect for the project, addressed the ITD and ACHD issues and outlined the project to the Council.

Barry Peters, developer and owner, clarified that there is no contamination on the property.
Moved by YZAGUIRRE and seconded by MASNER to approve the design review/landscaping application as presented.

Moved by YZAGUIRRE and seconded by MASNER to amend the motion to include the Design Review Conditions and the Standard Conditions as presented by staff. ALL AYE: MOTION CARRIED.

Moved by YZAGUIRRE and seconded by MASNER to approve the application as amended. ALL AYE: MOTION CARRIED.

Boise Stream & River Management - discussion: Mayor BOWER asked for Council consideration for a workshop session regarding the Boise River and Stream Management Ordinance in relationship to the Eagle Comprehensive Plan and where the plan is in the process. YZAGUIRRE asked for the most recent final draft to be supplied by the attorney to the Council prior to scheduling a workshop.

The Mayor asked for a list to be provided to Council from the City Attorney for all projects in process and where they are in the process at the next regularly scheduled meeting.

Meanwhile, the Mayor would like a date for a workshop established, which would include the P&Z members. The Council concluded that Tuesday, Feb. 6, 1996, 4:00-6:30 p.m. was acceptable. The City Clerk will notify the P&Z Members and establish an agenda.

REPORTS:

Committee reports:

Sewer Board: The last meeting included the discussion regarding the rapid infiltration basins. There were a great many people in attendance opposing the use of the basins. The people made it clear they would not support the use of them to the County Commissioners. There was discussion on the Sewer District stopping any further annexation into the District. However, the District believes that the City should take the responsibility of stopping growth. Until the sewer district gives the City a request not to take anymore subdivisions, there is little way for the City to respond once the District has annexed them. We may get such a request from the District. The District needs to look at long term such as the BLM land. It is not acceptable to use the river with the nitrate levels as they are.

Library Board: The library will begin bar coding books. There is a county contract pending which will bring in $6,660. The break out of this figure is 233 families living in the county using the Eagle library and 85 families in the city using county facilities. The result is there are 148 county people at a net figure of $45 a family. They estimate an increase of 40 people a day coming through the doors. The Board wants BASTIAN to meet with the
designer of the new library to consider paring back the building
size. BASTIAN will contact Jim Murray and arrange to meet with the
Board on January 22.

The Eagle Chamber of Commerce annual awards banquet is being held
on Jan 31, at 6:00 p.m.at the Plantation Golf Course. The Council
was urged to attend.

Moved by MASNER and seconded by YZAGUIRRE to provide tickets to
P&Z, Council and staff. ALL AYE: MOTION CARRIED.

Mayor's Report:

Sports complex: Considerable discussion concluded that it would be
in Eagle's best interest to have this particular location in the
Eagle Impact Area in order to establish Eagle's interest in the
park. If Ada County is interested fine, if not, the money budgeted
should go to the Merrill Park.

ACHD Resolution on tax increase on gas: Moved by BASTIAN and
seconded by MASNER to prepare a resolution indicating Eagle's
support of a gas tax increase and registration increase. ALL AYE:
MOTION CARRIED.

There being no further business the meeting adjourned at 12:00 p.m.

Respectfully submitted:

_____________________________
BARBARA MONTGOMERY
EAGLE CITY CLERK

APPROVED:

_____________________________
MAYOR CHARLES A. BOWER
Eagle Planning and Zoning Meeting Minutes
August 11, 2003
The Planning and Zoning Commission met in special session on August 11, 2003
Chairman Deckers presiding.

1. CALL TO ORDER: At 6:35 p.m.

2. ROLL CALL: The following members were present BANDY, BLOOM, DECKERS, CROOK, GLAVACH. A quorum is present.

3. CONSENT AGENDA: None

4. OLD BUSINESS: None

5. PUBLIC HEARINGS:
A. **CU-9-02 – Sub-Transmission Line – Idaho Power**: Idaho Power, represented by Layne Dodson, is requesting conditional use approval to construct a 138kV sub-transmission line, and a height exception request to construct the poles ranging in height from approximately 70 to 90-feet, (35 to 55-feet higher than the required maximum of 35-feet). *(This application was continued from July 15, 2003).*

Deckers asks if there was any Ex Parte contact with the Commissioners.
Commissioner Bloom states that she spoke with Representative Mike Moyle.

The public hearing was closed. Written testimony was accepted up to five days before this meeting.

Bloom asks Bill Clark if he can get a property appraisal to City Council.

Bill Clark, 479 Main Street, Boise. Representing Eagle River stands to address Bloom's question. An appraisal firm has been obtained and they will have an appraisal on the property by September 10, 2003.

Bloom asks if anyone is present from the PUC? No one is present.

Layne Dodson, representing Idaho Power stands to address a letter received by Mr. Hossein Khorsand. Mr. Dodson states that they have been in contact with the PUC about burying the lines and who should pay this cost. It would be rate based and would go to a hearing and the requesting party would be responsible for paying the additional costs. Regarding loss of property values, studies have shown that there is minimal value lost.

Discussion between Crook, Glavach and Dodson on the size of the proposed lines.

Mr. Dodson explains the appeal process if this application is denied by City Council,
also, how they came up with the proposed route. Idaho Power felt that placing the lines underground or choosing an alternate route would be an unreasonable cost and they could not recommend it.

Deckers asks Mr. Dodson about the studies that show no significant devaluation of property values. Mr. Dodson will provide copies of the appraisal studies for the City Council packet.

Deckers asks the Commissioners to comment on the application and possibly addressing two things. One being the conflict with the comprehensive plan, the other, what is prudent utility practice?

Glavach states in his opinion this proposal would be aesthetically displeasing. Eagle has a scenic route that would be ruined. Understands the cost will be high but feels it is time for Idaho Power to put the lines underground.

Bloom states that there can be a compromise with the conflict in the comprehensive plan. We have strict design guidelines and if we require other applicants to comply with these then Idaho Power should also comply. Bloom feels that it is time for the public to find an alternative even if it will require rate hikes. Would like to pass this application on to City Council with a denial and on to a PUC hearing.

Bandy echo’s what Bloom said. Now is the time to find other alternatives. Commissioner Bandy states that the costs should be amortized by all those who benefit from the lines. Future developers should also share in these costs. Bandy reads from Idaho State Code, title 50 chapter 25 in regards to underground conversion of utilities.

Crook states that we have 3 main issues for Eagle and the outlying areas.
1. Aesthetics
2. Property values.
3. Costs
Crook states that now that the City of Eagle has put so much effort into its scenic/aesthetic values this application makes a big difference. The application should be denied and put underground. The costs for this should be shared between the City, the rate payers future users and Idaho Power.

Deckers states that the City has had 2½ years to review this application. It was originally denied by the Planning & Zoning Commission. Idaho Power did further studies and brought this application back before them. Deckers states that Idaho Power has shown prudent utility practices. This plan meets City code. Deckers states that the application should be approved.
Discussion amongst the Commissioners on the definition of the word, prudent.

Crook moves to deny CU-9-02 – Sub-Transmission Line – Idaho Power with the alternative that we deny the height exception within the city limits but we would approve an underground power line along the same route. Seconded by Bloom.
Discussion. 4 AYE 1 NAY (Deckers)…MOTION CARRIES.
Jeff Lowe, City Staff stands to address the city limit boundaries.

6. **NEW BUSINESS:** None
7. **REPORTS:** None
8. **ADJOURNMENT:** Bloom moved to adjourn at 7:38 p.m. Seconded by Bandy. **ALL AYE...MOTION CARRIES...**

RESPECTFULLY SUBMITTED:

[Signature]
SHARON K. MOORE
CITY CLERK/CHIEF FINANCIAL OFFICER

APPROVED:

[Signature]
STEVE DECKERS
CHAIRMAN

A TRANSCIBABLE RECORD OF THIS MEETING IS AVAILABLE AT CITY HALL.
Kline letter dated Nov. 12, 2002
Eagle County Commissioners

Colleen and Jeff Kline
569 N. Cove Colony Way
Eagle, Idaho  83616

In Re: Idaho Power Poles

Dear Commissioners;

I am writing this as a concerned Eagle resident with regard to the proposed Idaho Power poles to run along State/Highway 44 to Star. My husband and I are very much against it.

We live in a beautiful subdivision along Highway 44. The lots are one-acre lots and started at $80,000. We chose to build in Eagle over Meridian because we wanted to protect our investment when we built our dream home. I am a court reporter and have worked with the City Council in the past. I felt in dealing with them, that they always looked after Eagle residents' interests first, over and above the developers' interests. This is why we chose to build in Eagle. We paid a premium to build in Eagle feeling that our investment would be protected, which is the same for a lot of residents of Eagle. I also do not have time to go to every Eagle Public meeting to fight over rights which have already been set as a precedence by the Commissioners of Eagle and have been understood by the residents when we built our homes.

If you do not think that this will be aesthetically ugly, you are wrong. Drive along McMillan Road and look for yourselves. These poles are an eye sore. I don't care how much beautiful landscaping you put up in the new Eagle River commercial development, you will see those poles over-and-above everything else.

There have also been studies by the Centers of Disease Control about overhead power lines and electrical substations and cancer clusters for residents living next to them. I have worked on cases where there have been very rare cancers found in younger children who are the most susceptible. You will not hear this from Idaho Power. And keep in mind, these poles will be next to Eagle High School. This was enough of a concern that I looked for substations and really large poles when looking for a building lot.

Obviously, this is a cheaper way for Idaho Power to go. Why don't they put them underground? Please do not allow them to put up these ugly poles in our beautiful city. I am asking you, the Commissioners of Eagle, to please vote against this. Thank you for your time.

Sincerely,

[Signature]

Colleen Kline
Whelan letter dated Nov. 15, 2002
November 15, 2002

Mr John Franden, Chairman
Mr. Chuck Nordstrom, Commissioner
Ms. Cheryl Bloom, Commissioner
Eagle Planning and Zoning Commission
310 E. State St.
Eagle, ID 83616

Dear Mssrs. Franden, Nordstrom and Ms. Bloom:

I attended Tuesday evening's hearing regarding Idaho Power's application for the above-ground high voltage power line extending from Eagle to Star. The meeting was exceptionally well-conducted, and the next actions agreed upon by your commission and attorney made good sense.

However, I would like to voice my concerns regarding the idea of running the unsightly line/towers along Homer Rd. First, I believe that particular approach may possibly conflict with the Comprehensive Plan's objective of maintaining Eagle's rural atmosphere. A power line with the scope/magnitude of the one proposed by Idaho Power (with its overwhelming 70' towers) would not be conducive to the objectives of the Plan. The adverse impact to the beauty of the Foothills of which Homer Rd. runs through would be incalculable.

Secondly, the unsightly power line/towers would have to somehow/someway run from the Eagle sub-station to the Homer Rd. area. I can't think of any way to accomplish this task without causing serious aesthetic problems. Running the line north up along Route 55, Eagle Road, Ballantyne or any other road would be just as bad as running it westward along Route 44 to Star. Therefore, I don't think the Homer Rd idea is a viable alternative.

If the additional power is truly needed, I believe the only alternative is to run it underground at whatever additional expense that method may entail. The Eagle community cannot be "penny wise and pound foolish" with this critical issue. The existing power lines/towers on the north side of State St. running eastward are bad enough. And the superimposed towers along Rte. #44 on the transparency shown by the Idaho Power spokesman during his presentation, looked absolutely atrocious.

I look forward to learning the results of the independent cost analysis.

Thank you for considering my concerns. Eagle is much too beautiful a community to have such an abomination within its city limits and/or impact area.

Sincerely yours,

Bill Whelan